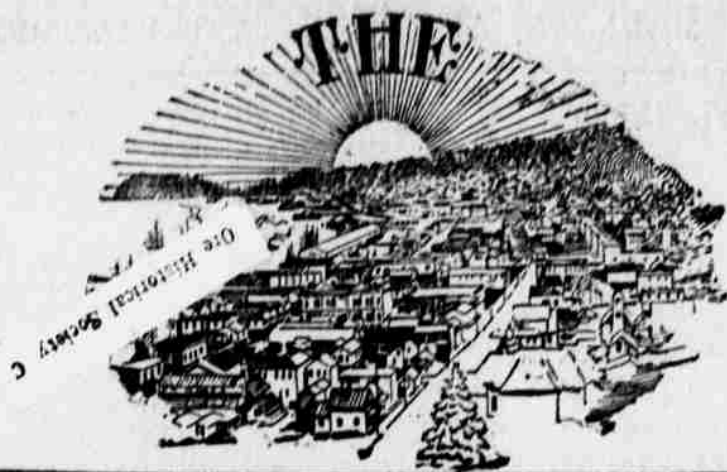


# Morning

PUBLISHES FULL ASSOCIATED PRESS REPORT



# Astorian.

COVERS THE MORNING FIELD ON THE LOWER COLUMBIA

VOLUME LXIII NO. 40

ASTORIA, OREGON, FRIDAY, FEBRUARY 15, 1907

PRICE FIVE CENTS

## ASTORIA'S OWN DAY

Re-Organization of Chamber of Commerce.

WAS BRILLIANT SUCCESS

Messrs. Richardson Merrick and Smith Contribute Immensely.

\$6,500 RAISED FOR YEAR

Opera House Crowded—Many Ladies Present—They Subscribe As Well As the Men—Ringing Speeches and Fine Music.

In conformity with a carefully pre-arranged program, ordained by the Astoria Chamber of Commerce, in the interests of this city, yesterday's noon express from Portland brought hither a trio of active commercial leaders, men of moment and authority in the business world of the metropolis, who laid aside their specific duties to come here to aid, advise, assist, in the work of Astoria's own day; the revamping, re-directing of her commercial energies and the building up of the central factory that shall keep those energies employed to the constant and unceasing good of the city.

They were met at the depot by Chairman Gratke and his colleagues of the Committee of Fifteen, and driven directly to the Hotel Occident, where they were comfortably bestowed for such time as they should be in Astoria. During the afternoon these gentlemen were met and greeted by numerous leading citizens and several hours were devoted to automobiling, the courtesies in this behalf being extended by Messrs. G. W. Sanborn, F. L. Parker, and F. E. Fisher.

The weather was happily auspicious and the visitors made the most of it and of their opportunities to look over Astoria and take cognizance of her businesses and industries, all of which they commented upon in kindly and commendatory terms.

After a hearty dinner in the evening the guests of the day, accompanied by a large number of leading citizens, in automobiles and carriages, joined in an impromptu parade, headed by the famous Kaleva band of Finns, and proceeded west from the Occident to the federal building on Bond, thence to Commercial, east to the O. R. & N. dock gangway, and thence to the Astoria Theatre, which had been leased by the Chamber for the evening's presentation of the popular movement of the hour. On arrival there, the handsome new playhouse was literally crowded to the doors with a host of eager citizens, a flattering percentage of well-gowned women enlivening the auditorium.

Precisely at 8 o'clock Chairman Gratke led the visitors and their escort upon the big stage, to the orchestral melody of the popular Astoria Mandolin club. In the assemblage back of the footlights were the following prominent Portlanders: J. W. Welch, president, and Chas. R. Higgins, secretary, of the Chamber of Commerce; Frank Clark, secretary, and Dr. Mohn, C. R. Morse, Dr. Ball, A. Dunbar, F. J. Carney, A. Stimmington, Brenham Van Dusen, W. T. Ross, Dr. Pilkington, A. Schernakau, J. E. Higgins, F. L. Parker, of the reception committee; and Messrs. M. R. Pomeroy, P. J. Goodman, Col. John Adair, W. E. Tallant, as well as Councilmen Logan, Stangland, Morton, Hansen and Robinson.

Chairman John Gratke, of the spe-

cial Committee of Fifteen, opened the session of the night, with a clear, specific statement of the purposes of the assembly, pleading for patent and useful re-organization of the Astoria Chamber of Commerce, commending, in eloquent terms, the good faith and arduous work, of the small group that has loyally maintained the present organization through thick and thin, the sum and value of the reorganization being to crown the faithful labor of these men and demonstrate their faith in the future of Astoria, as well as that of her citizenry. His address was brief, direct, happily propitious, and was thoroughly well received. Mr. Gratke, in pleasant terms, introduced the leading speaker of the evening, Mr. Merrick, secretary of the Oregon Grocers and Merchants' Association, who, speaking upon the theme of "Organization," in the following pithy and pointed remarks, evoked round after round of genuine applause:

"Sixty-five years ago, New York began its great change into a big city. Up to that time its harbor was called a gangway to Albany. The first railroad in the United States had recently been built. A railroad was planned to go down the Hudson and the Albany papers ridiculed it as a fool project, and wound up by declaring that New York could never be more than a gangway to Albany. How does that sound today? Perhaps not many who live in New York today know why it became the greatest city in this country. It is simply because it is a great seaport, downgraded from everywhere. The commerce of this country breaks from the Rockies along the lines of least resistance, both East and West. On the east it follows along the line of the Great Lakes, through the Mohawk Valley to the Valley of the Hudson, and down that river to its mouth. Hence we have New York, and for no other reason. The traffic could not go to Boston without crossing the Catskills, and it could not go to Philadelphia without other steep grades. On the western slope of the continent the same laws apply. It is all a question of grade. That is all there is to modern rail transportation. Some of our tonnage has been diverted to Puget Sound for a time by certain railroad manipulation and the mistaken course of Portland; but it will ultimately come here beyond any question. When nature reared the great Cascade Range, and sent the Columbia down through their only gorge, she declared where the tonnage of the Inland Empire must ultimately reach the sea. It is the only point where the Pacific can ever be reached downgrade. Every train from the East to Puget Sound climbs nearly 4,000 feet through the clouds, at tremendous expense. Every train to San Francisco must climb grades fully as steep. Here we have the one down grade, natural outlet."

"The great cities are at the great harbors. The better the harbor the greater does the city become. Commerce will center at the point where it can attain its ends with the least expense and greatest despatch. I wonder if you all know that this is the only first-class, fresh-water seaport in the United States. A really good seaport is one of the rarest things the Lord ever made. There are less than thirty good ones in the world. You see it daily and are apt to overlook its tremendous significance. But as for myself, I am deeply thrilled every time I climb one of those hills and take in the wondrous sight. A matchless, perfect, protected, fresh-water harbor within reaching distance of the open sea. Its entire equal does not exist on this globe. And you have everything behind it, to magnify its value."

"You see that the government is now determined to rush the completion of the jetty. We shall have ample water on that bar; not the slightest question about it. Over a million cubic feet of water a second flowing out over a sand bottom. Water is the only unquenchable force in nature. Being unquenchable, the compressure of the jetties under the conditions here, will give any depth required."

"Water and rail facilities have produced the great cities of the world. It is an axiom that commerce will always finally seek the easiest grades, to the cheapest ports, into the high-

(Continued on Page 2.)

## CURSE OF PORTLAND'S GREED OVER IT ALL

Port of Columbia Bill is a Deliberate Theft and Raw Discrimination.

LAST RESORT OF A FRIGHTENED COMMUNITY

Bold Device to Retain the Commercial Prestige of the Columbia Basin Being Diverted to the Coast Line By Fate and Nature and the Inevitable Law of Final Adjustment.

TWO COUNTIES UNWILLINGLY CLASSED IN THE SCHEME

MEASURE WILL BE FOUGHT IN EVERY COURT OF THE STATE AND NATION—PORTLAND PRESS ASHAMED OF THE SCHEME—GIVES BUT DESULTORY BACKING—CLATSOP AND COLUMBIA COUNTIES HELPLESS—A STEAL.

A tremendous transition in the commerce of Oregon is impending! Time and the tides of business utility have ordained a change in the commercial currents of the State.

The Columbia Basin is to be employed in the last, and greatest, of its potentialities; the mouth of the great river is, at an early day, to serve the vast Northwest and its great staples, as nature intended it should.

The tribute, which for long years, has been levied by the metropolis of Oregon, as a seaport, is to cease, and the better part of an annual million of money is to be retained by the growers and shippers of grain; the largess they have paid to Portland is to be a thing of the past; nature is, finally, to command the situation and common-sense and commercial expediency, to hold sway over the raw selfishness of a single community.

But, not if Portland can help it!

And to gag and stay and stifle the new order of things, Portland, in her desperate fright, using her last, vain grip upon receding domination, has framed, and will force, if possible, a bill in the legislature, whereby she hopes to retain the leverage of exaction and the unjust prestige that goes with it.

It is the Port of Columbia Bill!

By means of this measure (which upon its face, is a clumsy, fear-be-gotten, baleful fraud, designed absolutely in her own interest) she hopes to save a preponderant share in the commerce wherewith she has sweated the Northwestern grower, for lo, these many years.

She knows better than all others, that the sagacity of railway enterprise, has irrevocably decided that the grain of the great basin must go abroad via the mouth of the Columbia river; that it must be loaded and despatched there; that the differential operating against her, and which she has pretended to absorb all these years, must be wiped out, and the common-point rates must be extended to the sea line of Oregon and to the harbor and bar of Astoria. It is her perfect knowledge of these things that is forcing her hand and moving her to the point of desperation to retain at least a paltry showing in the new alignment which destiny, nature and commercial acumen have ordained.

The secret has been well-kept in Portland. The Port of Columbia Bill was the first and frankest confession of her abject scare and nasty resourcefulness and the ease with which an ordinary man may read between its lines the havoc of loss and despair, is confirmation complete and damning.

In the name of common justice and the amenities that usually prevail in the adjustment of human and communal affairs, Clatsop county and Astoria plead against their inclusion in this vicious measure. They absolutely forbid their representatives at Salem to tolerate it, in any guise, under any influence, for any end; and they ask the aid of every clean-minded legislator at the capital, in balking forever an imposition at once so wretchedly and selfishly designed and so brutally unjust.

We have known for a long while, that some great change was impending, that it would engage this section and this port, advantageously; we knew that when it came, it would invoke reprisal from Portland, but we never dreamed of retaliation so unconscionably raw and rank as this. Portland's supremacy in Oregon will, indeed, be manifest in the passage of such a measure and only the sense of justice and fair play inseparable from the American conscience, and in control at Salem, can save the people here from so coarse an outrage.

Not this county, nor Columbia, nor the lower river section, are wholly involved in this potential scheme. The East, the Willamette Valley, Washington, Idaho, and Montana, are deeply wrought in the net that Portland has cast, in the hope of saving her commercial face. The passing of the grain terminal from the Willamette river to tide-water here, and the obliteration of the embargo on the grain tonnage out of all that territory, means millions of profit at the sources of production every year in the future, an element of compensation that may, perhaps, break even, in time to come, against the pretended absorption professed, but never practiced, by the city and seaport against which it has prevailed.

Commercial impulse, business equity, the force of circumstance, every attribute of fair dealing, demands that Portland be made to take her "medicine" and relinquish the prize she has sequestered and misused for decades, and suffer the prosecution of the new destinies time and fate have provided.

LUMBERMEN MEET.  
Western Retail Association Holds Fourth Annual Gathering.

SALT LAKE, Feb. 15.—Three hundred members of the Western Retail Lumbermen's Association from the States of Washington, Oregon, Nevada, Colorado, Utah, Idaho and Montana gathered here today in their fourth annual convention. A feature of the opening session was the annual address of President Merrill. Merrill represented the charge frequently made that there is a lumber trust and stated that the members of the association courted the fullest investigation. The prevailing higher prices, he said, was due to the present era of higher values in all industries and to the demand for supplies in excess of normal production.

REFUSES OFFERS.  
Harriman Will Not Sell Oriental Ship Lines to Japanese.

SAN FRANCISCO, Feb. 14.—The examiner says today that President Harriman of the Pacific Mail Company has refused all offers of the officials of the Toyen Kisen Kaisha, the Japanese company operating steamers between this port and the Orient to sell out to them his line of steamers in part or in whole. The Pacific Mail Company, it is said, is now considering a proposition from Mexico, by which the Pacific Mail is to abandon the Panama route in toto, and run its steamers in connection with the Tehuantepec-Isthmian line or else divide its steamer service between the two isthmian roads.

ESCAPES SUPPRESSION.

ST. PETERSBURG, Feb. 14.—(Copyrighted 1907 by the Associated Press)—General Kuropatkin's history of the result of the Japanese war which was confiscated by the Russian government, has at last become accessible, despite the most extreme precautions to prevent the galling of official document reaching the public. The work is remarkable for its historic value as the closing chapter of the war from the pen of the commander in chief and for the merciless criticism of men and measures which in Kuropatkin's estimate swept Russia and its army to defeat. The work consists of three bulky volumes, respectively devoted to the battle of Liao Yang, of Sha River and of Mukden.

INCREASE NAVY.

WASHINGTON, Feb. 14.—The Naval Appropriation bill occupied the entire time of the House today and it was almost completed. The single remaining section is that increasing the naval establishment. It was allowed to go over until tomorrow when it is expected that an effort will be made to reduce the number of battleships provided for in the bill.

KILLED BY PATIENT.

BLACKFOOT, Ida., Feb. 14.—Thos. H. Dobson, chief of the State Insane Asylum, was killed this morning at an early hour by a patient. Dobson was engaged in preparing the morning meals, when George Byers, who heretofore had been regarded as a trusty patient, assaulted him with a heavy coal shovel and beat his brains out.

EXAMINE WATER SOURCES.

WASHINGTON, Feb. 14.—The Senate today passed a bill providing for the investigating of the water sources of the United States. The investigation is to be made by the director of the geological survey. Both underground and surface waters are to be investigated.

LEFT WOMAN TO DROWN.

BLOCK ISLAND, Feb. 14.—Seventy-four bodies have been recovered here from the disaster off Watch Hill Monday night. One survivor, Miss Sadie Galup, of Boston, today declared that she begged either Captain McVey or Purser Young to take her in their boat but they pushed her way and the life boat left the Larchmont with only six in it, although it would have held twenty more.

## DEATH STOPS THAW TRIAL

Wife of Juror Bolton Succumbs to Illness.

ADJOURNMENT IS TAKEN

Catastrophe Casts Gloom Over All Concerned in the Case.

THAW EVINCES SYMPATHY

Remaining Eleven Jurors Are Released from Custody, with Admonition Not to Read Newspapers or Discuss the Murder.

NEW YORK, Feb. 14.—Another tragic chapter in the history of the Thaw-White episode was written today, when death stepped in to halt the famous trial. The wife of Juror Bolton died this afternoon, soon after her husband reached her bedside. Soon after the trial was resumed this morning, Bolton was summoned to the bedside of his wife. At the time Dr. Britton D. Evans of Morris Plains Insane Asylum was about to detail the important conversations which, he said, had influenced him to decide Thaw insane. Justice Fitzgerald at once took a recess until 2 o'clock, and the juror, accompanied by his associates and two court officers went to the Bolton home in the Bronx where Mrs. Bolton was being kept alive by means of oxygen. She died soon after the arrival of her husband. Formal announcement of Mrs. Bolton's death was made shortly after two o'clock and Judge Fitzgerald immediately adjourned the case until Monday.

The court also, with consent of the counsel, ordered that the other eleven jurors be given their liberty, and no longer be held together. He admonished the jurors to be guided by honesty and their oaths and not to read the newspapers or discuss the Thaw case with anybody.

The death of Bolton's wife had a depressing effect on everybody. The prisoner seemed to feel the matter keenly when brought into court to hear the formal announcement for postponement. When Bolton took his place this morning, Thaw centered his gaze upon the unfortunate juror. It was not a stare of curiosity or concern as to his own welfare; there seemed rather to be a light of sympathy in the eyes of the man accused of murder. In announcing the adjournment until Monday, Fitzgerald expressed the hope that the trial might proceed. He realized, however, that much depends upon Bolton's ability to concentrate his mind on the case. If he cannot do this or his personal affairs are in such shape as to prevent his giving his whole attention to the case, some other solution of the difficulty must be looked for.

COMMITTS SUICIDE.

James Reed, an old ship carpenter, residing near Skamokawa, committed suicide Tuesday noon. His body was found yesterday morning by neighbors who had noted his non-appearance. He had tied a string to the trigger of a rifle and shot himself, inflicting a wound not instantaneously fatal, as he evidently lost much blood before death. The motive for the deed is attributed to alcoholism.

The deceased was born in Canada, but spent most of his life in Michigan, coming to Skamokawa in 1891. He leaves two sons, both in Michigan.